

A RESOLUTION REGARDING RECOMMENDED ROUTES FOR
THE TOWN OF CHAPEL HILL BOLIN CREEK GREENWAY PHASE III
Resolution No. 132/2006-07

WHEREAS, the Town of Chapel Hill has requested the Carrboro Board of Aldermen make recommendations regarding route alternatives for sections of the proposed Chapel Hill Bolin Creek Greenway Phase III; and

WHEREAS, the Board of Aldermen received a presentation by Town of Chapel Hill staff on this matter on January 16, 2007; and

WHEREAS, the Board of Aldermen has considered the Carrboro Recreation and Parks Master Plan 2006 update, the policies in Vision 2020, and Greenway Summit comments; and

WHEREAS, the Board of Aldermen supports connectivity between trail systems and to existing recreation and parks facilities;

WHEREAS, the Board of Aldermen supports routing the trail on already cleared land and pedestrian-friendly topography where possible;

NOW THEREFORE, the Board of Aldermen of the Town of Carrboro recommends to the Town of Chapel Hill the following:

Spur Trail from Umstead Park area through Northside neighborhood to Baldwin Park

The Board supports a connection of the greenway spur trail to Baldwin Park, and further recommends that in the town's future coordination with Chapel Hill on combined greenway efforts, any design and construction in this vicinity include stream restoration efforts, and involve, when possible, funding by the Clean Water Management Fund, Ecosystem Enhancement System, and/or other like agencies.

Section of Greenway from Estes Extension north

The Board recommends that the greenway trail on the north side of Estes Extension begin on the OWASA-controlled sliver of land on the east side of the railroad tracks, on the west side of Bolin Creek. The trail could continue along the sewer easement as it crosses the creek about 600 feet in, and crosses under the railroad track. Thence, the trail could continue north along the sewer easement between the creek and the railroad (east side of the creek, west side of the railroad track) to the northern end of the Ironwood Homeowners' Association Land, creating a "stubout" at the two towns' jurisdictional boundary. This would consistently situate the trail on the gentlest slopes, in an area already cleared of vegetation, and close to the creek. This segment of the trail would also be located entirely within Chapel Hill's jurisdiction on land owned by OWASA and the Ironwoods Homeowners' Association.

Connection to Carolina North

The Board supports connection to the Carolina North property, and with the expectation that Carrboro, Chapel Hill, and the University of North Carolina will cooperate as partners to create a pedestrian and bicycle trail system that promotes nonvehicular transportation north of Estes Drive Extension.

Bolin Creek Trail
Phase III

Concept Plan



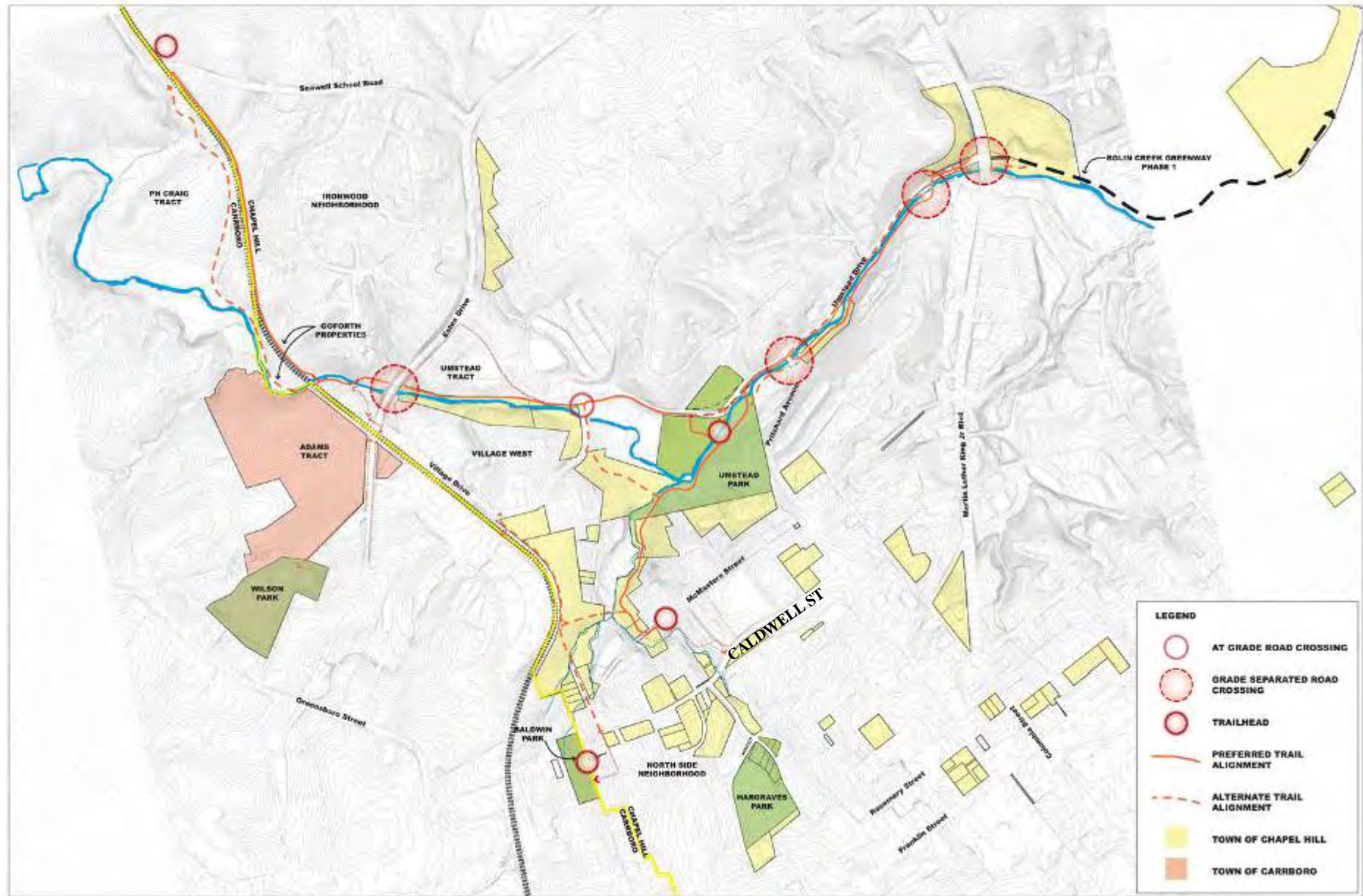
Town of Chapel Hill

Lappas + Havener, PA
LANDSCAPE ARCHITECTS

Primary Goals for Bolin Creek Greenway

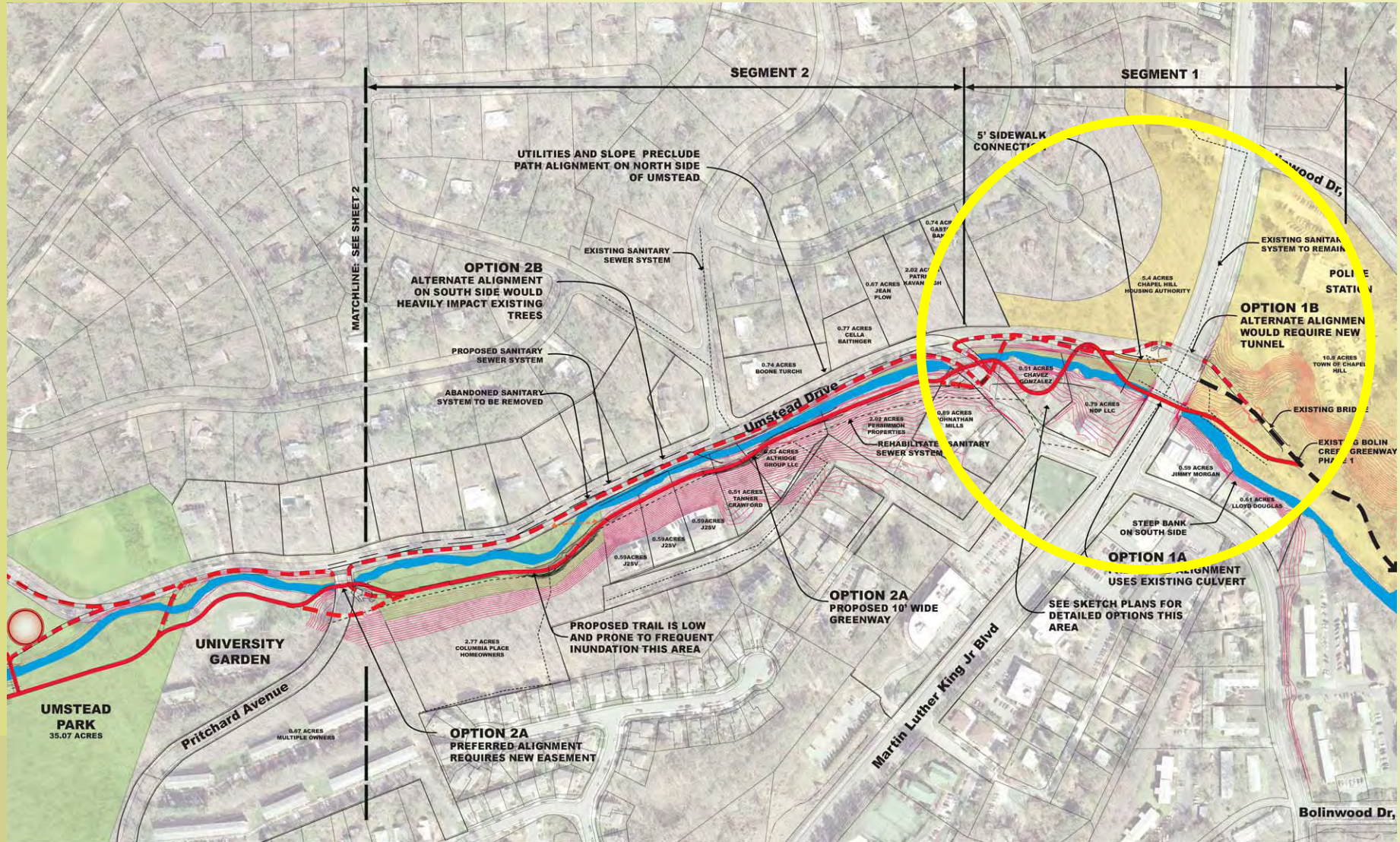
1. **Provide a public 10' wide multi-use greenway trail.**
2. **Avoid grade crossings where feasible.**
3. **Limit slopes to less than 5% where possible.**
4. **Use existing utility easements and Town-owned land as much as possible.**
5. **Avoid disturbance to the Creek and its vegetation as much as possible.**
6. **Minimize impact of trail on neighbors.**
7. **Make the trail cost-effective.**

Overall Plan



Segment 1:

Martin Luther King, Jr. Blvd. to Umstead Drive



Segment 1: Martin Luther King, Jr. Blvd. undercrossing

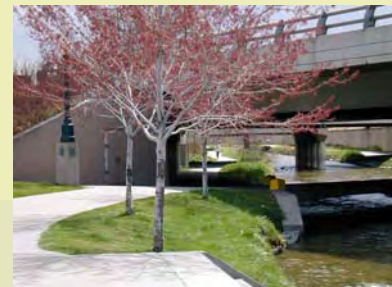
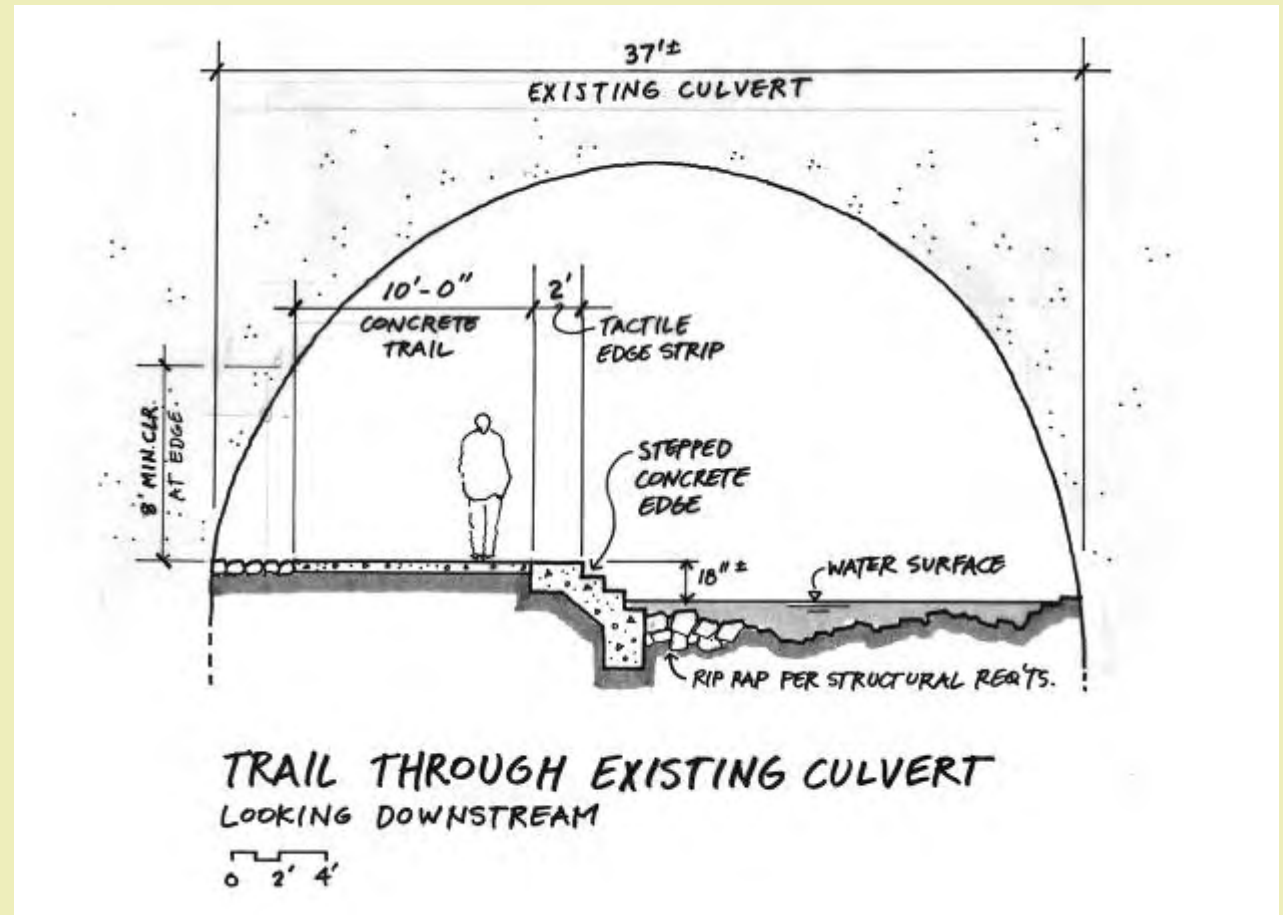
Trail directly in channel with
armored edge preferred



Looking Upstream



Looking Downstream



Cherry Creek Greenway, Denver

Segment 1:

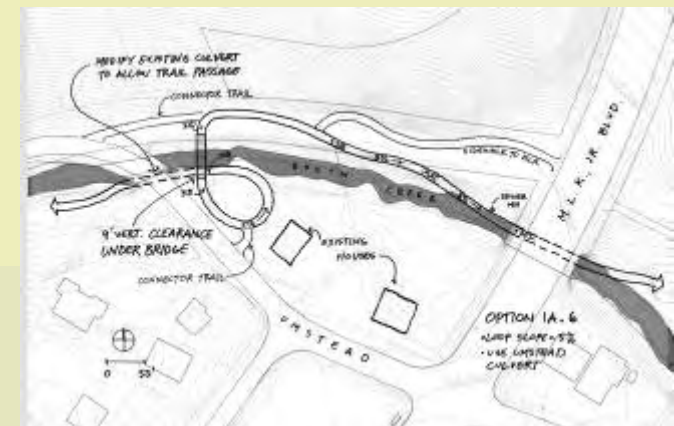
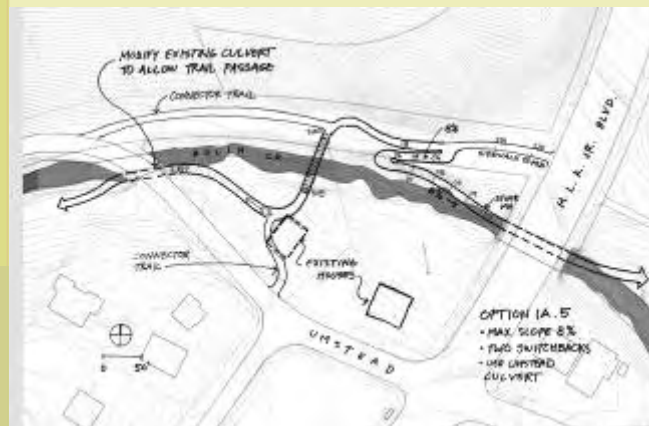
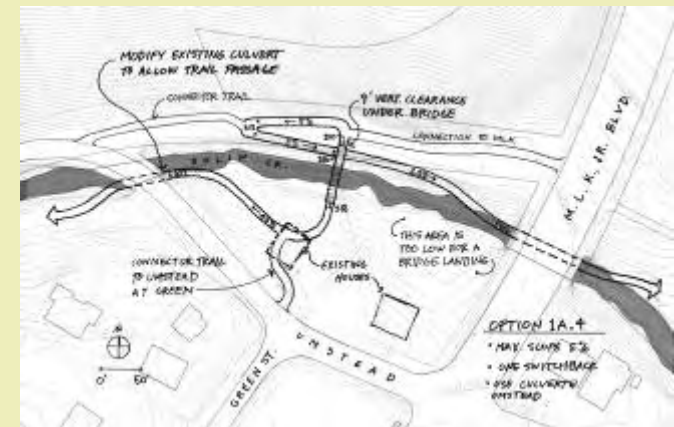
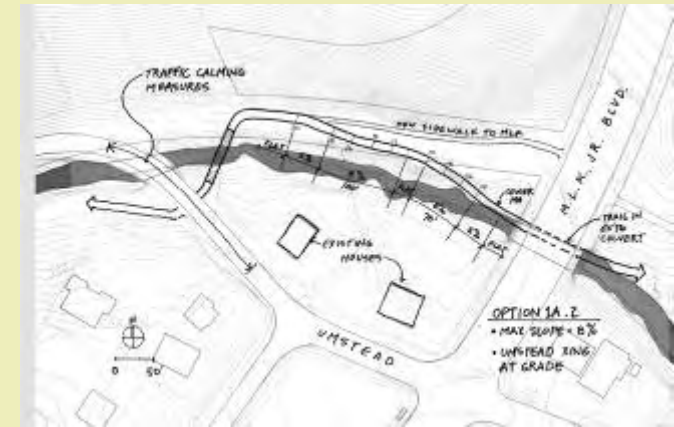
Umstead crossing options

Slope to get to top of bank

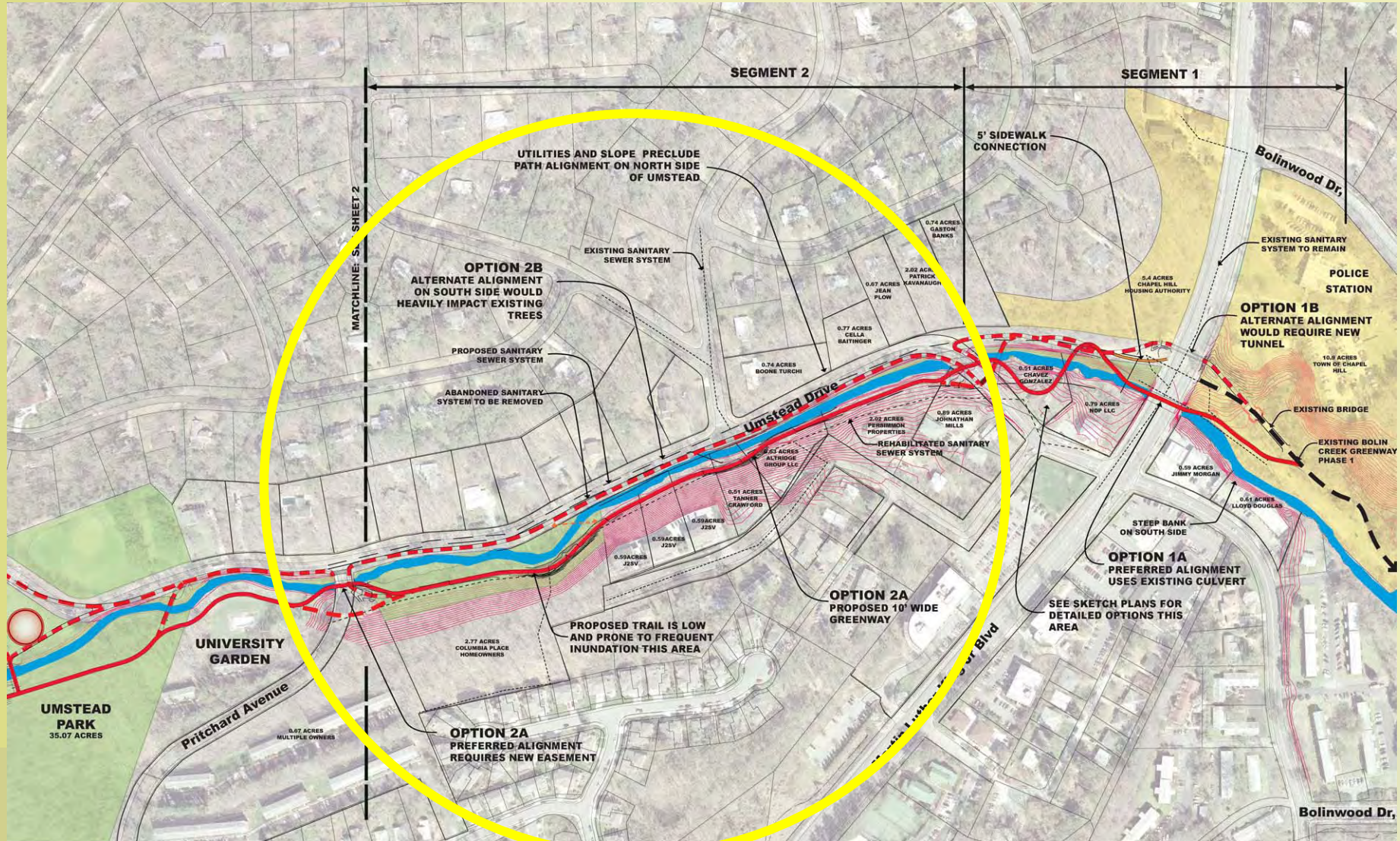
Grade Crossing vs. Underpass

Property Issues

Use of existing culvert as underpass vs. grade crossing



Segment 2: Umstead to Pritchard



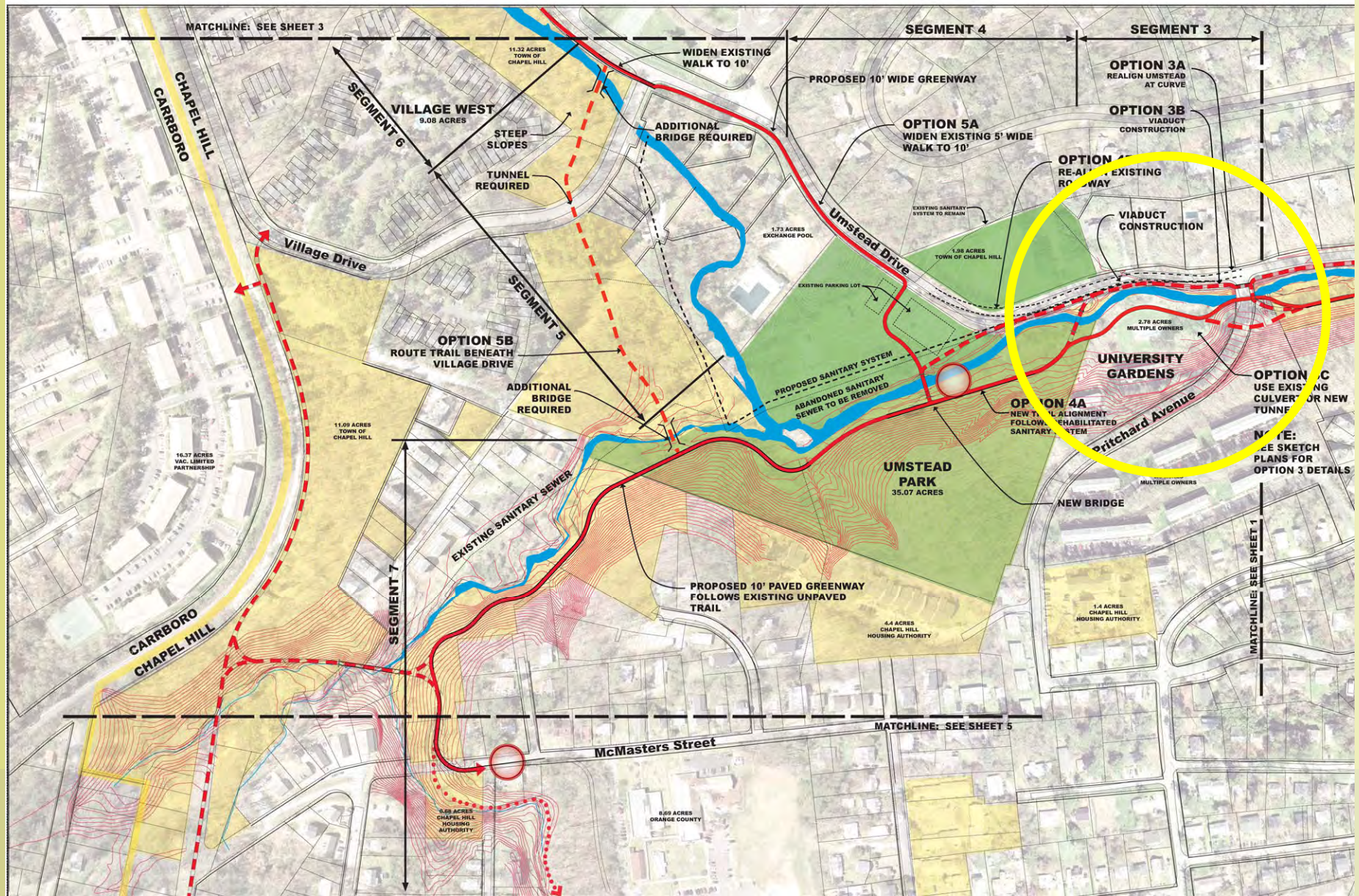
Segment 2: Umstead to Pritchard

Protect trees on north side

Use existing corridor



Segment 3: Pritchard Ave to Umstead Park



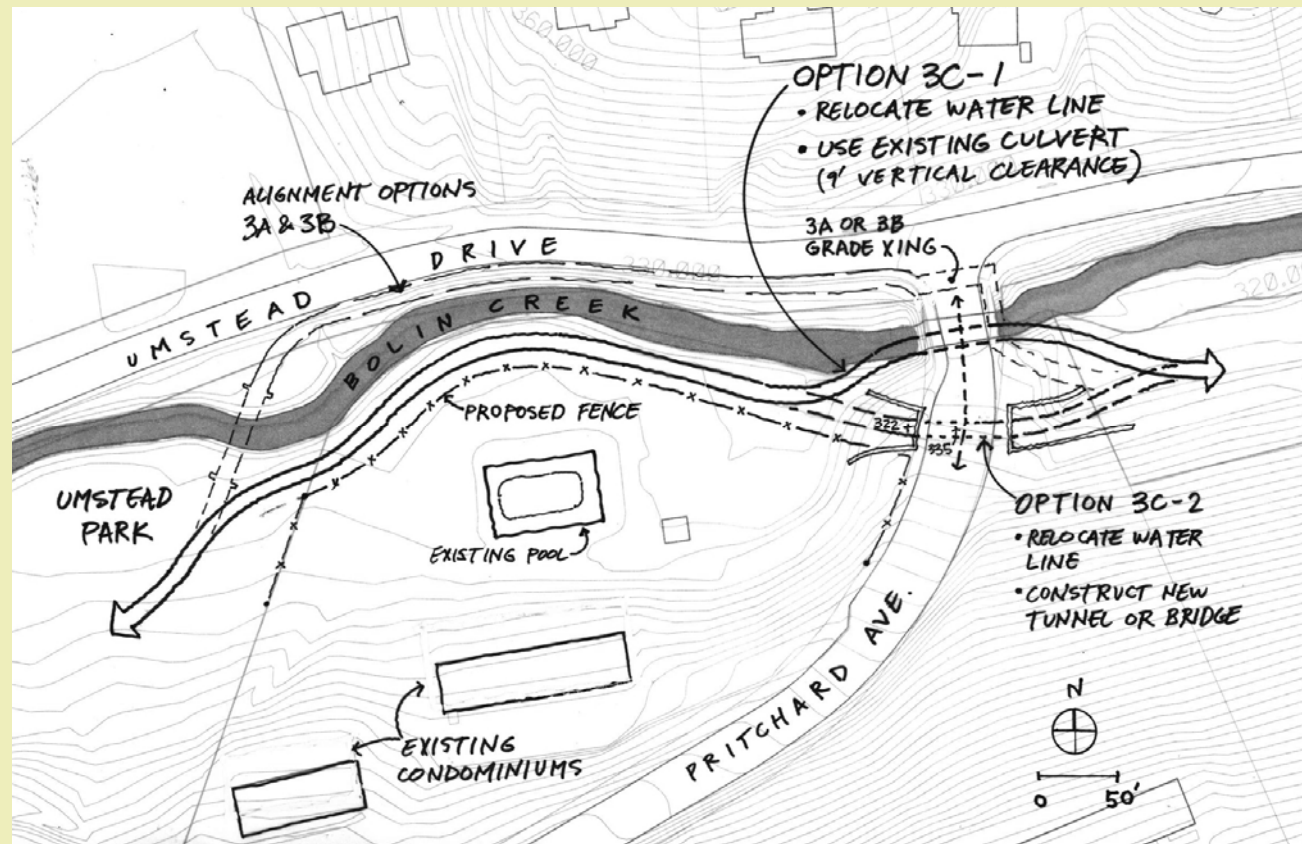
Segment 3 Options

Umstead edge vs. Undercrossing:

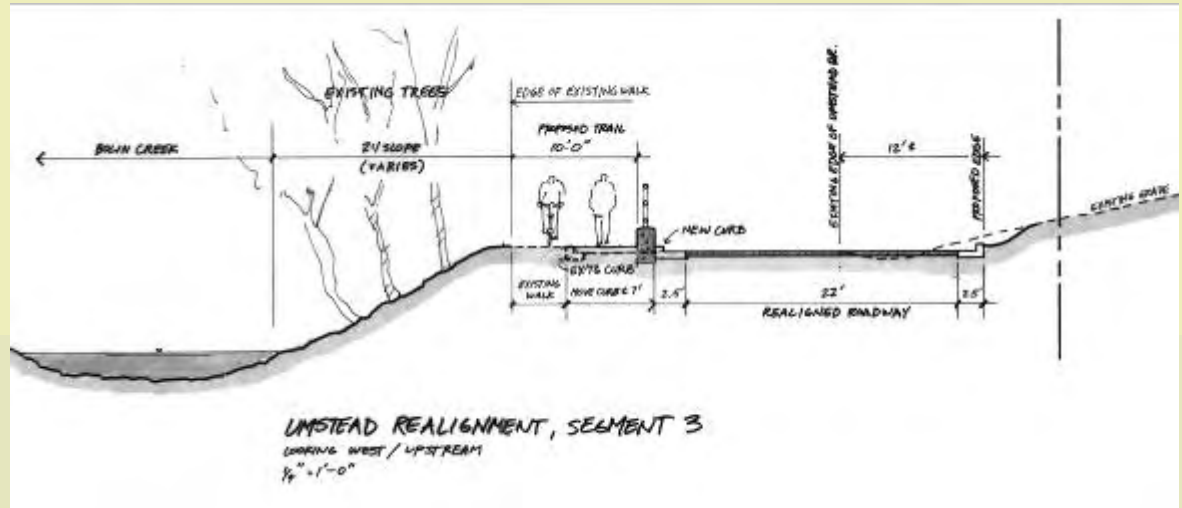
Trees on constrained north edge

Shift Umstead over 10' during sewer work?

Viaduct / cantilever edge required if Umstead remains as is



Edge of Umstead Drive



Segment 3 Options

Umstead edge vs. Undercrossing:

Grade Crossing undesirable

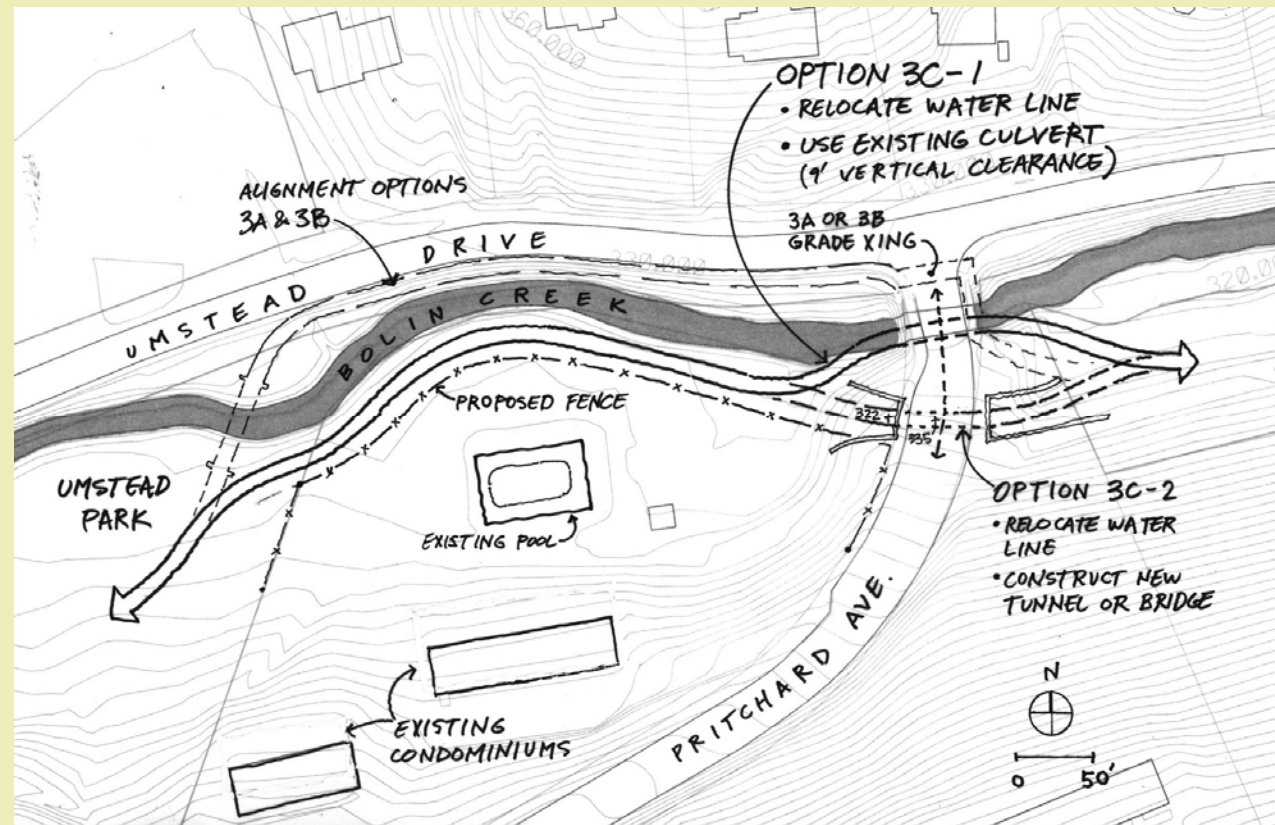
Property Issues on south side



Pritchard Culvert, Downstream view

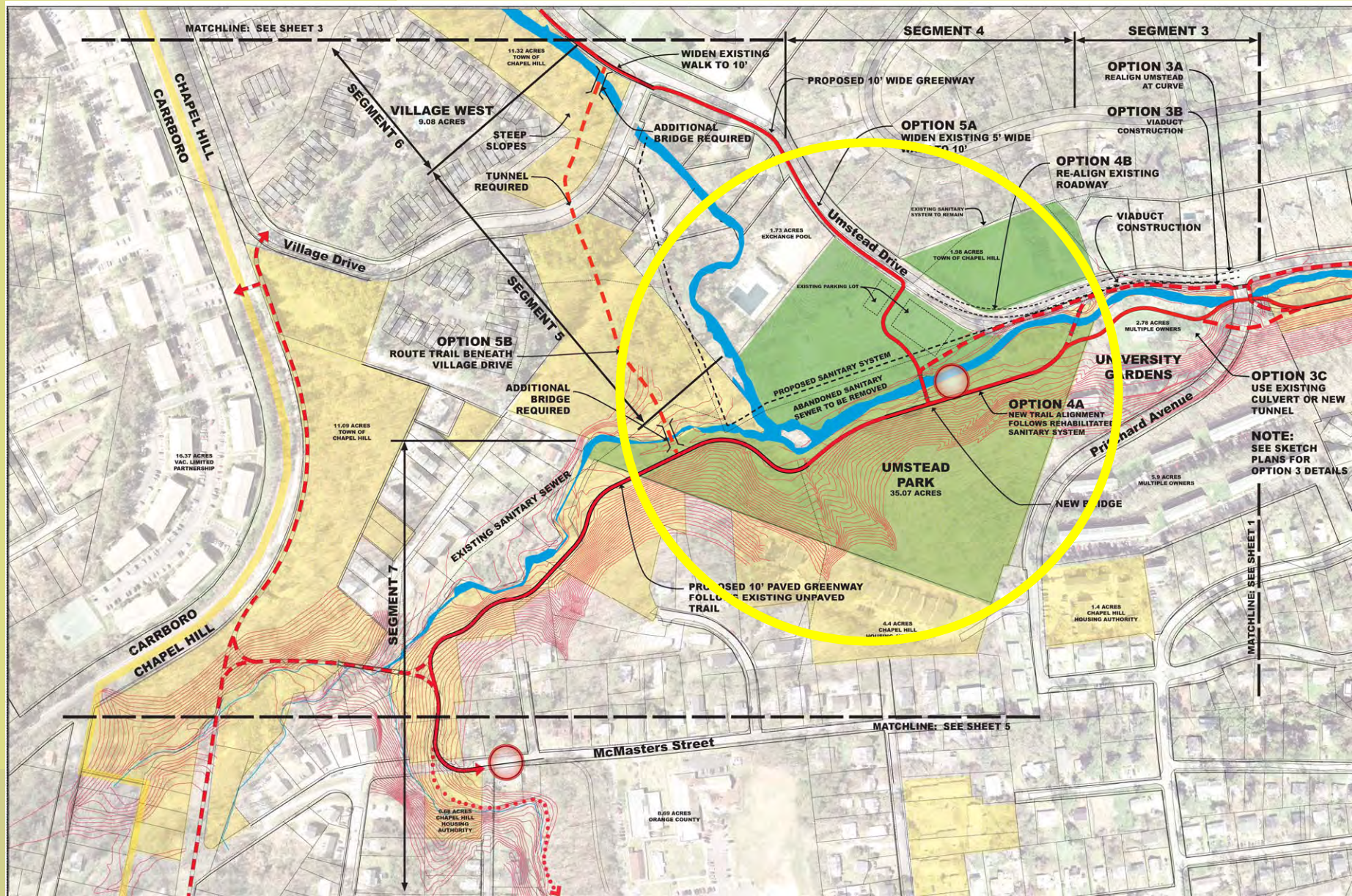


University Gardens Condominiums



Boulder Creek Greenway, CO

Segment 4: Umstead Park Area



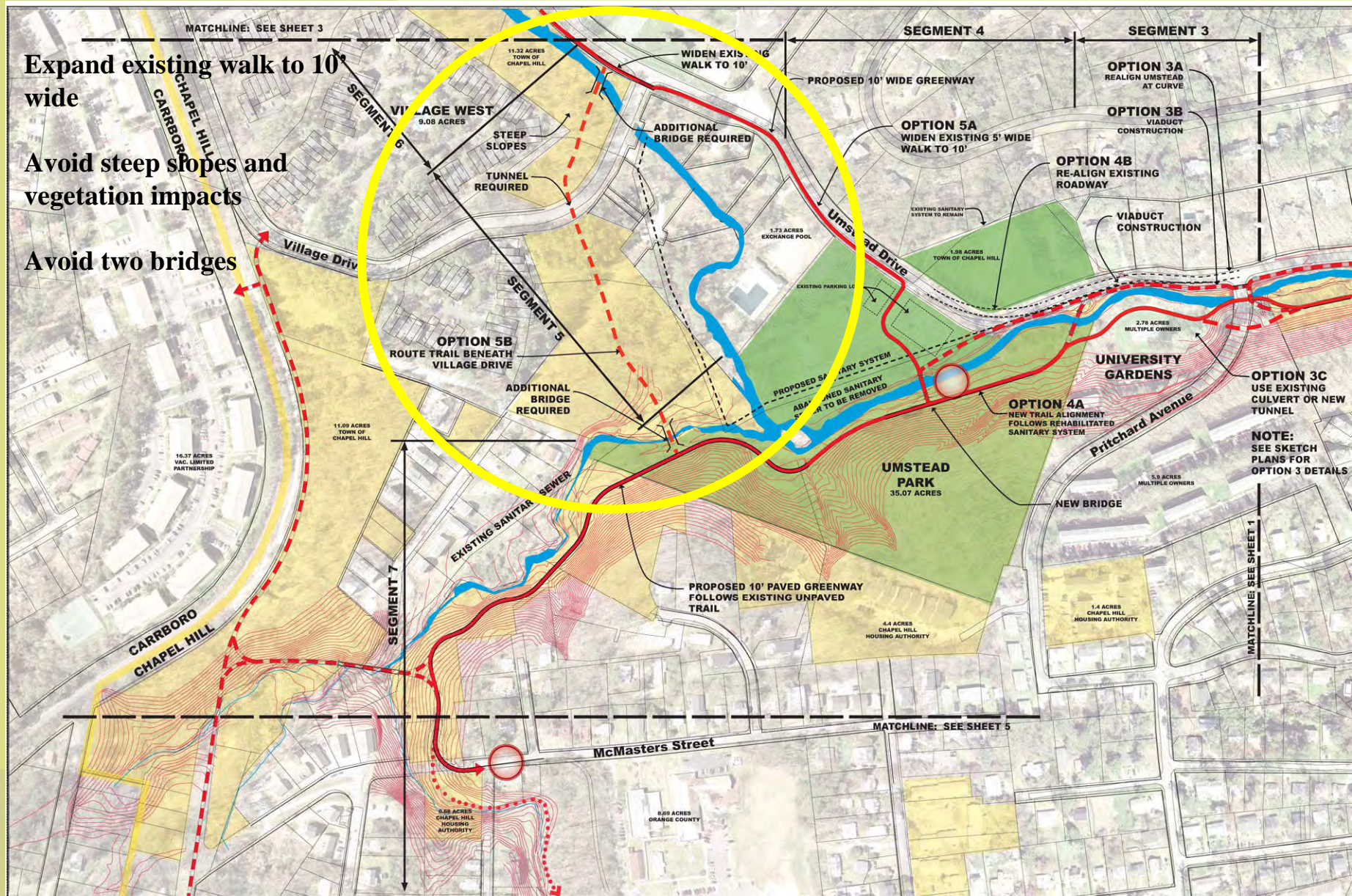
Segment 4: Umstead Park Area

Replace existing timber bridge
with steel truss bridge

Remove steel and concrete
bridge



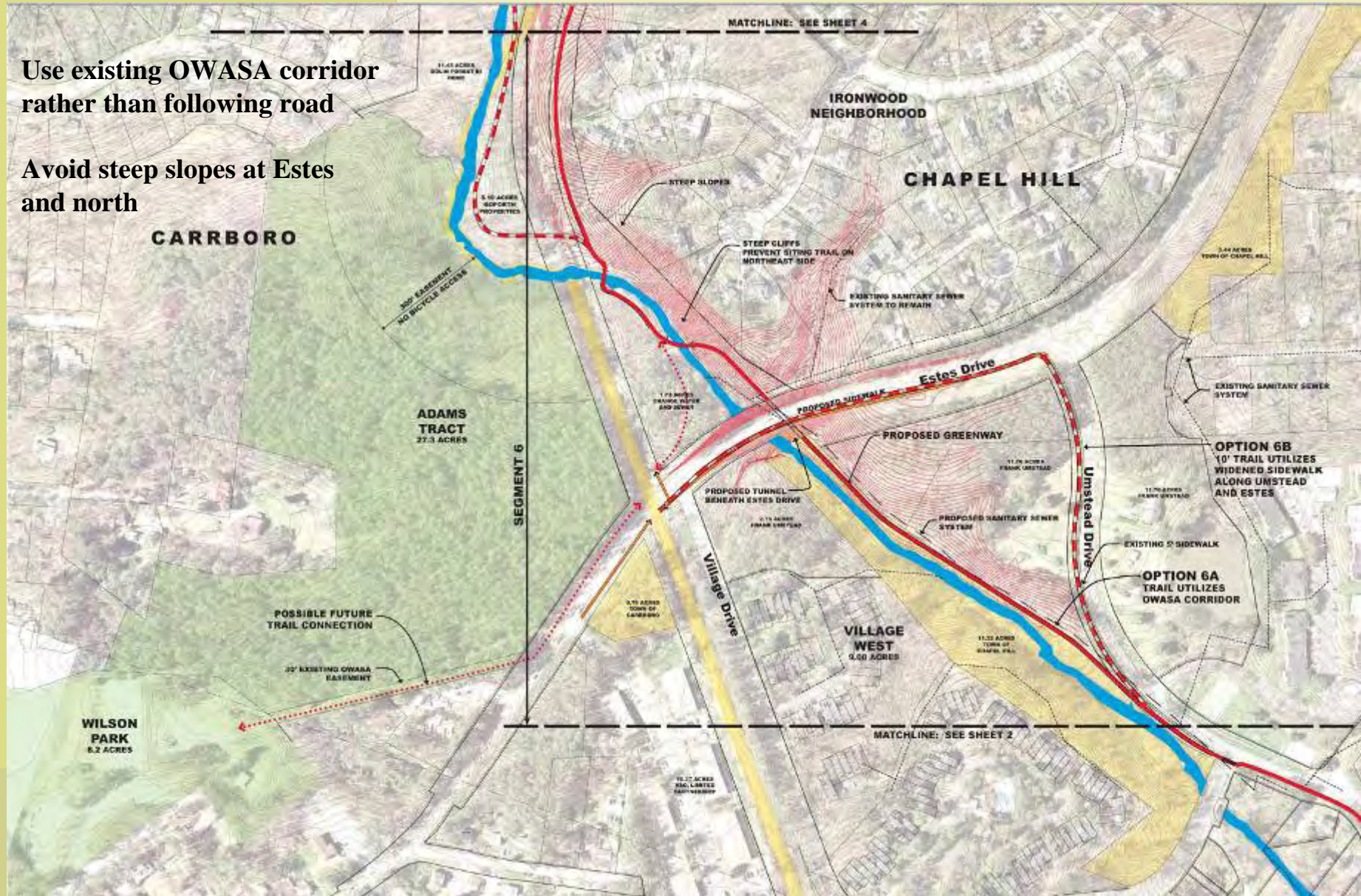
Segment 5: Umstead Park to Village Drive



Segment 6: Village Drive to Seawell School Road

Use existing OWASA corridor
rather than following road

Avoid steep slopes at Estes
and north



Segment 6:

Estes undercrossing location

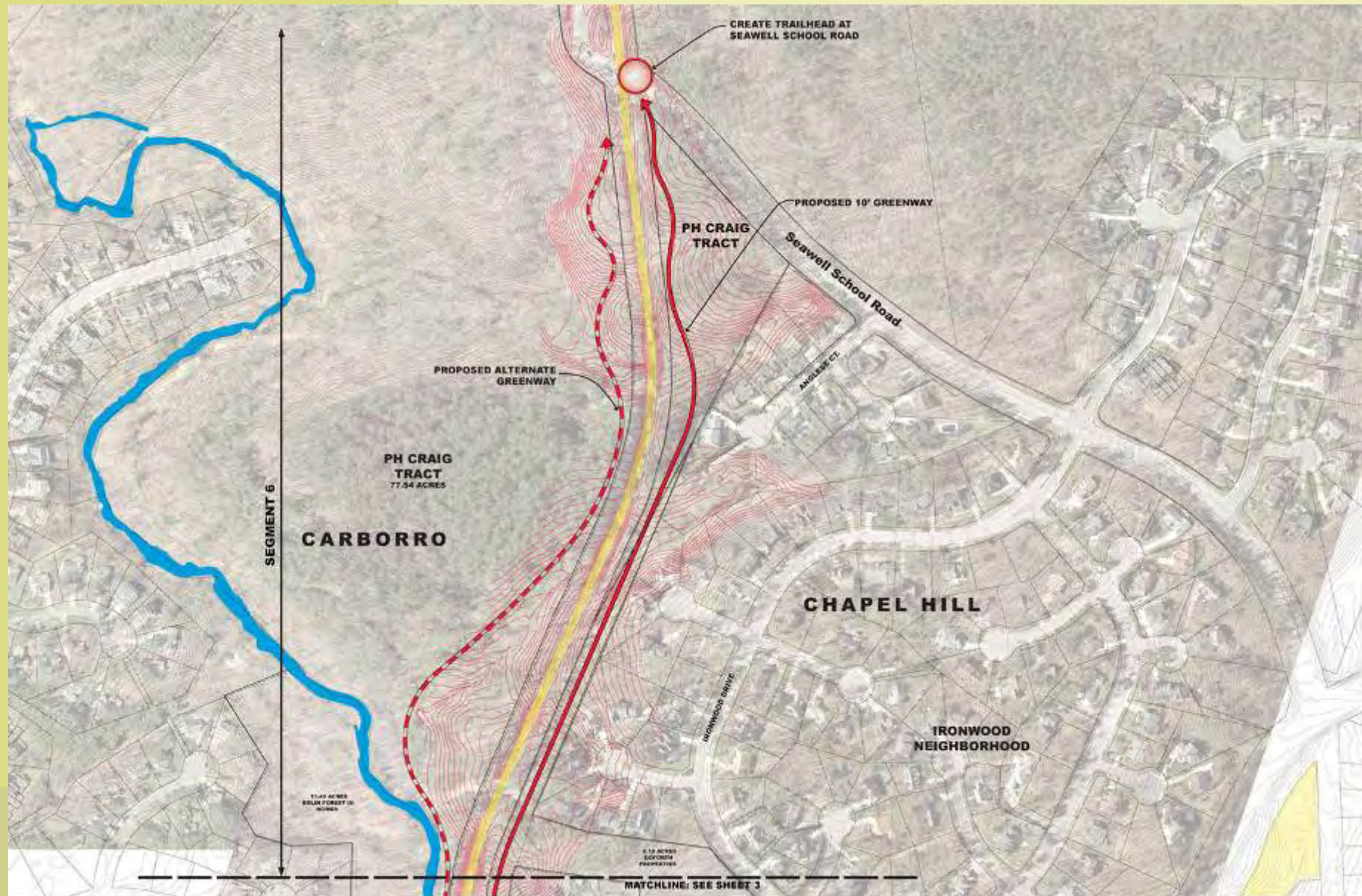
Three-barrel culvert too small

Elevation change is challenge

Preferred solution: new
underpass to north of culvert



Segment 6: North to Seawell School Rd.



Segment 7: Tanyard Branch Trail

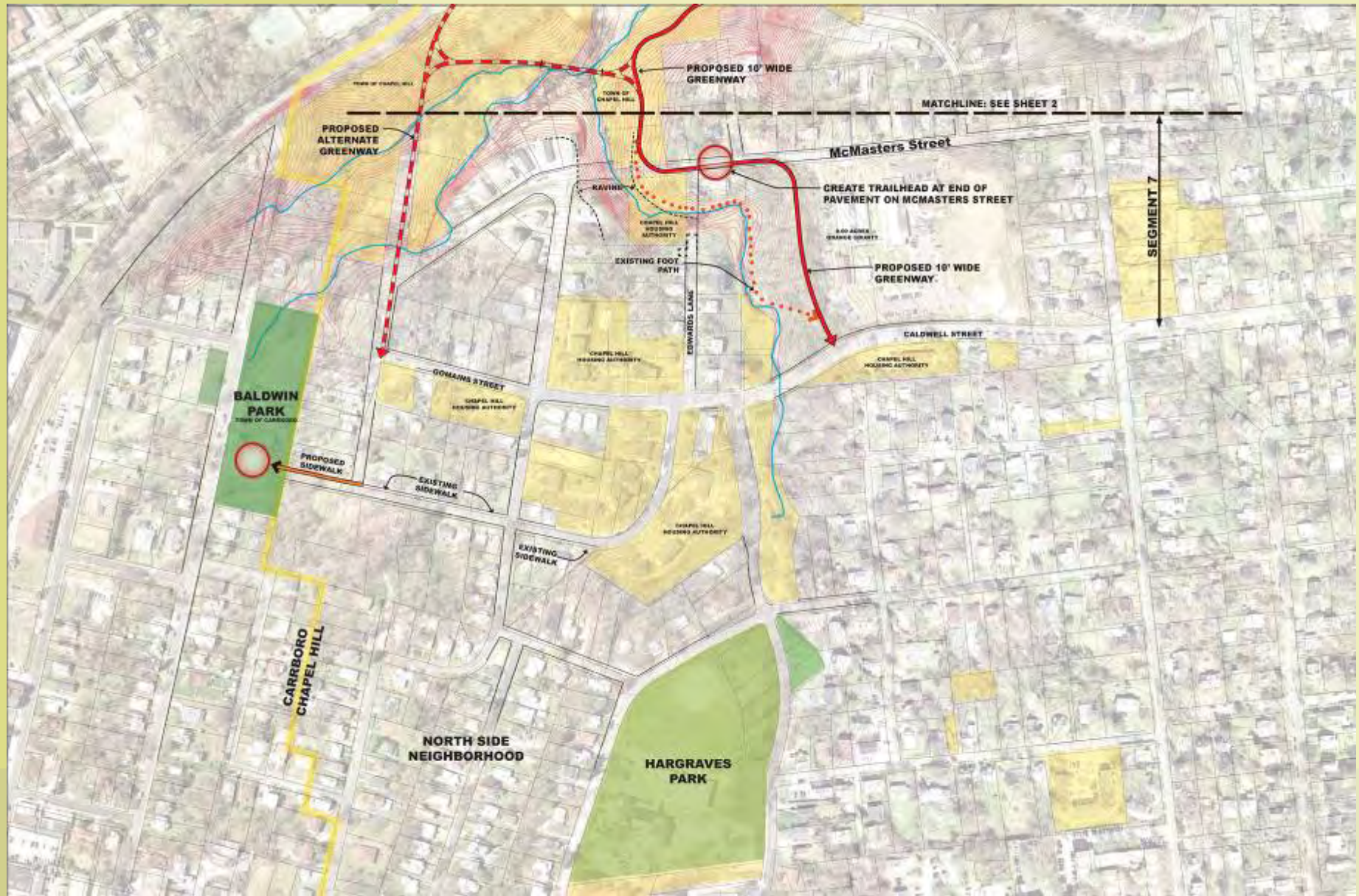
Follow unpaved trail

Trailhead on McMasters St.

Stay east of ravine, run trail on existing “bench” to Caldwell St.



Segment 7: Tanyard Branch Trail



PRESENTATION OF THE CONCEPT PLAN FOR THE BOLIN CREEK GREENWAY, PHASE III

The Town of Chapel Hill has requested an opportunity to present the *Concept Plan for the Bolin Creek Greenway, Phase III*, to the Board of Aldermen for comment. A resolution referring the report to staff for review and comments was presented.

Bill Webster, Interim Recreation & Parks Director for the Town of Chapel Hill, made the presentation.

Mayor Chilton suggested that the greenway run along the east side of Bolin Creek, crossing the P.H. Craig property until it enters University property and then crossing the University property to connect to Seawell School Road and Carolina North.

Alderman Broun suggested that affected property owners be contacted about the possibility of a greenway running through their properties.

Mr. Webster stated that all affected property owners had been notified of the concept plan.

The following resolution was introduced by Alderman Alex Zaffron and duly seconded by Alderman Joal Hall Broun.

A RESOLUTION REFERRING THE TOWN OF CHAPEL HILL'S
CONCEPT PLAN FOR THE BOLIN CREEK GREENWAY, PHASE III
TO STAFF FOR AN EVALUATION
Resolution No. 101/2006-07

WHEREAS, the Carrboro Board of Aldermen seeks to ensure that existing and proposed policies and regulations are appropriate and beneficial, and;

WHEREAS, the Town of Chapel Hill has prepared a Concept Plan for its Bolin Creek Greenway, Phase III, and has requested comments from the Town of Carrboro prior to the end of February.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen refer the plan to staff for an evaluation.

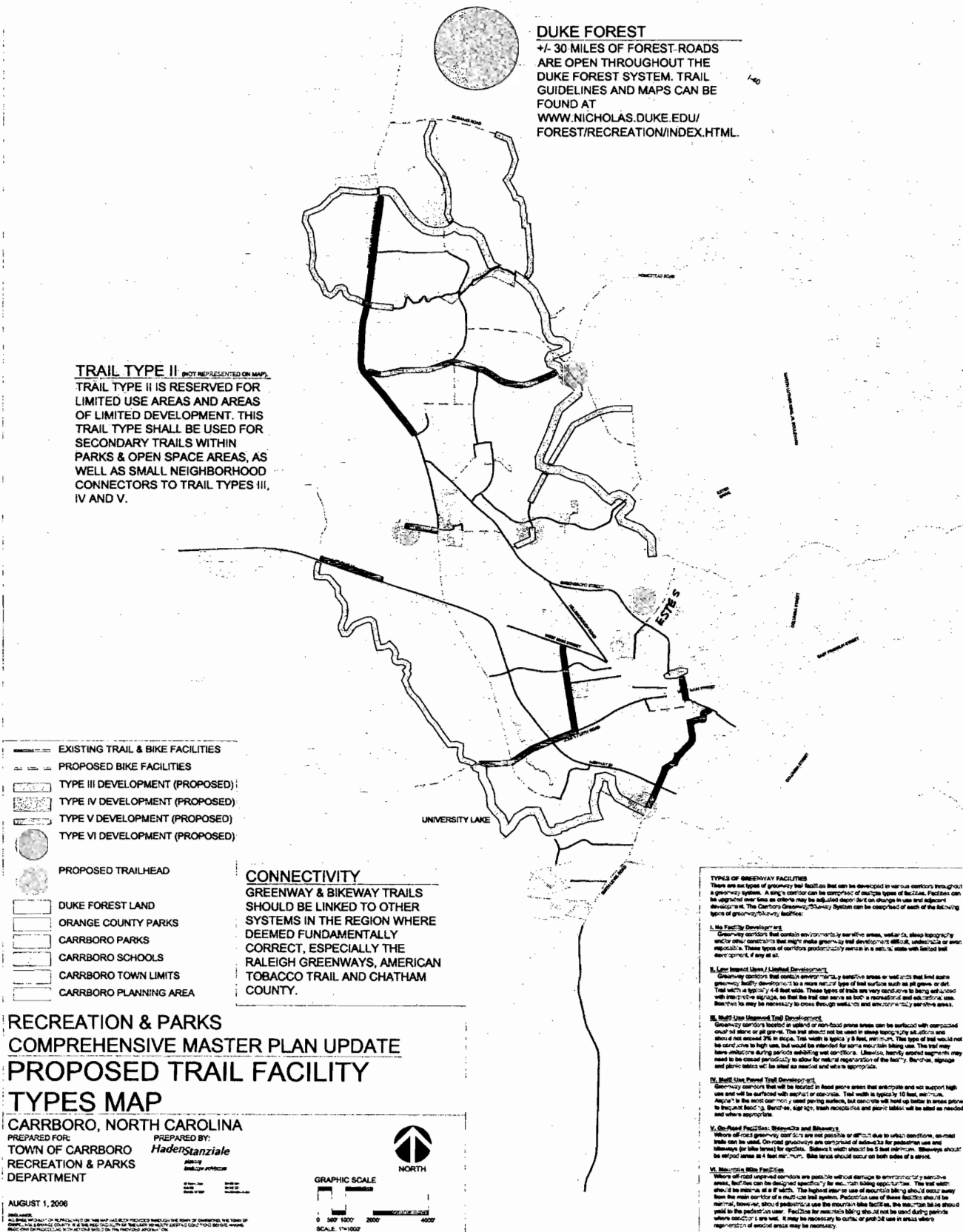
The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 16th day of January, 2007:

Ayes: Joal Hall Broun, Mark Chilton, Jacquelyn Gist, Randee Haven-O'Donnell, John Herrera, Alex Zaffron

Noes: None

Absent or Excused: Dan Coleman

4.



Greenway Trails

Project Description

The objective of this project is to provide a system of trails along major creeks in Carboro's Planning Area, to coordinate these improvements to link with existing and planned trails in Chapel Hill and Orange County, and to link neighborhoods and park facilities. The development of these trails is proposed by the Carboro Recreation and Parks Comprehensive Master Plan and supported by the Carboro Vision 2020. Through the Metropolitan Planning Organization project funding process, the town has secured financing for two greenways

proposed for construction: the Morgan Creek Greenway from University Lake to Smith Level Road, and the Bolin Creek Greenway from Estes Drive to Homestead Road.

Define Problem

The town has acquired a number of properties or public access easements along major creek corridors and has adopted as an element of the Parks and Recreation Master Plan a plan for greenways. If the town wishes to establish a system of trails

along these corridors, then the activities proposed by this project should be implemented.

Project Alternatives

An alternative to creating a system of greenways is to create selected linear parks or to simply continue without greenway facilities. In either event, the town may wish to continue accepting the donation of easements and/or property along major streams for environmental protection and flood control purposes.

Recommended Solutions

Two separate trail systems are proposed by the Carboro Recreation and Parks Comprehensive Master Plan: the Morgan Creek Greenway and the Bolin Creek Greenway. The Morgan Creek Greenway is three miles in length, connects with Chapel Hill's system at Smith Level Road and continues west to link with the University Lake Property. The Bolin Creek Greenway system also has the potential to link with Chapel Hill's system and will eventually stretch seven miles throughout Carboro's northern planning area. Other phases of greenway trails have been proposed but are currently unfunded.

Operating Impact

The creation of a greenway system will over time require additional personnel and equipment for maintenance as well as police personnel for added security.

Expenditures	ACTUAL 6/30-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13 AND BEYOND	TOTAL PROJECT
Planning/Arch/Eng		\$ 50,000		\$ 70,000				\$	\$ 120,000
Land/ROW									
Construction				\$ 600,000		\$ 737,500		\$	\$ 1,337,500
Equip/Furnishing								\$	
Other								\$	
Contingencies								\$	
TOTAL	\$ -	\$ 50,000	\$ -	\$ 670,000	\$ -	\$ 737,500	\$ -	\$ -	\$ 1,457,500

FUNDING SOURCES

Revenue Source	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13 AND BEYOND	TOTAL PROJECT
Installment Financing							\$	
GO Bond	\$ 100,000		\$ 134,000		\$ 147,500		\$ -	\$ 291,500
Capital Reserves							\$	
Intergovernmental Revenues	\$ 40,000		\$ 536,000		\$ 590,000		\$	\$ 1,166,000
General Fund Operating Revenues							\$	
Miscellaneous - Payment in Lieu							\$	
Total Funding	\$ -	\$ 50,000	\$ -	\$ 670,000	\$ -	\$ 737,500	\$ -	\$ 1,457,500

OPERATING BUDGET EFFECTS

Elements	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13 AND BEYOND	TOTAL PROJECT
Personnel Costs							\$	
Operating and Maintenance							\$	
Capital Outlays							\$	
Total Operating Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Minus: New Revenues*							\$	
Net Operating Effect	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Personnel (FTE)							0.00	

Capital Improvement Program

Town of Carboro



TOWN OF CARRBORO

NORTH CAROLINA

TRANSMITTAL**PLANNING DEPARTMENT**DELIVERED VIA: ☒ HAND ☐ MAIL ☐ FAX ☐ EMAIL

To: Steve Stewart, Town Manager
Mayor and Board of Aldermen

From: Patricia McGuire, Planning Administrator

Date: February 20, 2007

Subject: Supplemental Information – Bolin Creek Greenway Phase III Concept Plan

On January 16, 2007, the Board of Aldermen received a presentation from Chapel Hill Parks and Recreation Department staff on the Chapel Hill's Bolin Creek Greenway Phase III Concept Plan. Phase III would be part of an overall pedestrian/bike path extending along Bolin Creek from Pinehurst Drive on the eastern side of Chapel Hill, across the midsection of Chapel Hill, crossing Estes Drive Extension, and extending north to Seawell School Road and eventually to Eubanks Road near the northeast tip of Carrboro. Chapel Hill's long range vision includes linking the Bolin Creek Greenway to a greenway system through Orange County.

The middle section of the Chapel Hill Bolin Creek Greenway already exists, linking the Community Center at the eastern end of Estes Drive Chapel Hill to the east side of Martin Luther King, Jr. Boulevard (formerly Airport Road) at the Umstead Drive intersection in Chapel Hill. Phase III of the greenway would consist of a 10-foot wide multi-use paved trail extending westward from the current terminus at Martin Luther King, Jr. Boulevard/Umstead Drive in Chapel Hill along Umstead Drive, crossing Estes Drive Extension, then northward to Seawell School Road. A spur trail would extend from the Umstead/Pritchard Avenue intersection (just east of Umstead Park), following Tanbark Branch southwest to the northwest quadrant of the Northside neighborhood, possibly linking to Baldwin Park in Carrboro. Some route options would meander across the Chapel Hill/Carrboro jurisdictional boundary into Carrboro. Thus, recommendations are sought from the Board of Aldermen on certain route segments.

Background on Carrboro's Greenway System

In 1994, Carrboro first adopted a Recreation and Parks Master Plan which included a greenway network. In 1999, the town adopted the Northern Study Area small area plan which reaffirmed the Bolin Creek Greenway concept. In 2006, the Recreation and Parks Master Plan was updated, which, together with the town's CIP, anticipated greenway planning and development in the next several years. The current budget anticipates matching funds for the future greenway. Sufficient land purchase and/or easement dedication has not yet occurred to the extent that a continuous greenway could be constructed. However, funds for concept plans have been budgeted for FY

year 2008-2009 and for construction in FY 2010-2011. Please see the attached page on Greenways from the FY 2006-2007 CIP (*Attachment E*). The funding source for the bulk of the costs is expected to be Surface Transportation Project – Direct Allocation (STP-DA, federal pass-through available) funds available through the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHCMPO).

Please see the attached map which illustrates Carrboro's existing and proposed greenway trail segments (*Attachment D*).

We note that as part of the Carrboro Recreation and Parks Master Plan update completed in 2006, a citizen survey was conducted regarding use of the town's parks and other recreation facilities. The Bolin Creek corridor, though it remains unimproved in Carrboro, rated high on the use scale. In addition, walking, biking, hiking, running/jogging were activities cited most frequently as "recreational activities participated in," all activities possible on trails and greenways.

Described below are route options for the Chapel Hill Bolin Creek Greenway Phase III near to or within Carrboro's jurisdiction. These are illustrated on the attached plans (*Attachment B*).

Spur Trail off Umstead Drive, along Tanbark Branch, to Baldwin Park: A spur of the greenway trail is proposed to extend from the Umstead Park area, along Tanbark Branch, on the east side of the ravine following an existing unpaved path, and into the Northside neighborhood to a trailhead on McMasters street and to some point on Caldwell Street. The Town of Chapel Hill owns land in the Northside neighborhood near Caldwell Street, and so has several routing options in the area, including from the Umstead Park area, southwest along Tanbark Branch to Caldwell and McMasters Streets in the Northside neighborhood; or from a point south of the Estes/Village Drive intersection, southward along the east side Village Drive for approximately ¼ mile, then crossing several tributary creeks eastward to Caldwell Street and McMasters Street near Mason Road. Other routes are also possible.

Due to close proximity to the Chapel Hill/Carrboro boundary, there is an opportunity to link this spur of the greenway to Baldwin Park in Carrboro, if the Board of Aldermen so desires.

Staff Analysis and Recommendation: We believe that linking Baldwin Park, a 2.5-acre site with a picnic area, play equipment, and basketball court, with a larger greenway system would provide connectivity for pedestrian and bicycle traffic. This would be in accordance with the town's Vision 2020 policies regarding connectivity of biking and pedestrian trails within Carrboro and with other jurisdictions. Another Vision 2020 policy calls for general collaboration with neighboring towns regarding recreational facilities. In reviewing the town's Recreation and Parks Master Plan, two of the objectives are: to pursue cooperative agreements with other agencies and partners that save money or provide additional services at no cost to the town; and to increase collaborative opportunities. In addition, connectivity was listed as a high priority in the recent Greenway Summit discussions. We believe the proposal to connect Chapel Hill's greenway system to Baldwin Park via the Tanbark Branch spur trail would meet all these objectives. In the attached resolution regarding recommendations to the Chapel Hill Town Council, we have included this connection.

We note that this area of the stream system has some significant erosion and degradation of stream quality. We recommend that in the town's future coordination with Chapel Hill on combined greenway efforts, any design and construction in this vicinity include stream restoration, and involve, when possible, funding by the Clean Water Management Fund, Ecosystem Enhancement System, and/or other like agencies.

Route of Greenway along Railroad Track from Estes Extension north to Seawell School Road:

As stated earlier, part of Phase III of the Chapel Hill greenway would extend from Estes Extension near the Umstead Road intersection, then north along the railroad track to Seawell School Road, in anticipation of future greenway phases which would connect to the Carolina North property, and to Eubanks Road further north. Chapel Hill is studying various options for crossing over or under Estes Extension in order to extend the greenway north of Estes Extension. The Chapel Hill staff described three possible routes for northern extension of the greenway:

(1) Chapel Hill's initially preferred route for the segment of the greenway trail heading north from Estes Extension was extending along the east side of the railroad track, which borders residential lots in the Ironwoods Subdivision. Chapel Hill staff indicated that there are two primary concerns with this route. The first issue is the significant spatial and topographical constraints associated with the narrowness of the strip of land along the train tracks and the severe slopes in this area. Second, the majority of concerns from the public have come from Ironwoods residents regarding proximity to their residential lots.

(2) An alternative route to be considered is crossing under the railroad trestle at Estes Extension on the east side of the creek, and after a distance of a few hundred feet, locating the trail on the west side of the railroad tracks, which would be in Carrboro's jurisdiction. A segment of this trail would cross the Adams Tract. Staff indicated the route would be carefully located outside the "no bike" zone described in the management plan for the Adams Tract. North of the Adams Tract, the trail would meander through privately owned property to the point at which the train tracks cross Seawell School Road. This would conceivably be less restrictive spatially.

(3) A third option would be to, from the Estes/Umstead intersection, extend the greenway east along Estes Drive at least ¼ mile to a point along or across from Carolina North road frontage, with the hope that UNC would become a partner in construction of the greenway system and provide a pedestrian and bicyclist connection to Seawell School road. Chapel Hill staff noted that this route would not be as scenic, but would avoid private property and associated access issues. A variation of this option, that shifted the connection to UNC property further to north to reduce the potential crossings of private property, was discussed during the January 16th Board of Aldermen meeting.

Staff Analysis and Recommendation: We strongly support the concept of extending the Chapel Hill greenway north of Estes Extension. We considered the four options described above in the context of Carrboro's Bolin Creek Greenway plan, especially regarding connectivity to nearby Carrboro recreation facilities. We also looked at the existing topography, vegetation coverage, and sensitivity to erosion. Taking into consideration these factors, we recommend a fifth alternative. We recommend that the greenway trail on the north side of Estes begin on the OWASA-controlled sliver of land on the east side of the railroad tracks and on the west side of the creek. This location has hospitable topography and already has a cleared path. The trail could continue along the sewer easement as it crosses the creek about 600 feet in, and crosses under the railroad track. Thence, the trail could continue north along the sewer easement between the creek and the railroad (east side of the creek, west side of the railroad track) to the northern end of the Ironwood Homeowners' Association Land, creating a "stubout" at the two towns' jurisdictional boundary. This would consistently situate the trail on the gentlest slopes, in an area already cleared of vegetation, and close to the creek. This segment of the trail would also be located entirely within Chapel Hill's jurisdiction on land owned by OWASA and the Ironwoods Homeowners' Association.

Further, this route would be in accordance with that envisioned at the recent Greenway Summit. Such a route would allow trail connections to the Adams Tract and Wilson Park. It was anticipated in both in the Master Plan and the Greenway Summit that Carrboro's section of the Bolin Creek Greenway would then closely follow the sewer easement upstream as the creek winds to points further north and northwest, which would connect the greenway to the dedicated, as yet unimproved, greenway segments in Claremont and Winmore subdivisions, and to the existing greenway section within Lake Hogan Farms.

Regarding northern connections with Chapel Hill and Carolina North, we recommend that Chapel Hill extend a greenway section from near the western edge of Smith Middle School site east across the school property to Seawell School Road. Chapel Hill and Carrboro could work together to extend bikelanes south along Seawell School Road within their respective jurisdictions. As Seawell School Road traverses part of the Carolina North site, and forms part of the boundary of the Carolina North site, bikelanes on this road this would provide a direct connection to Carolina North.

By creating a more of a loop trail, in effect, instead of two closely parallel trails (along Bolin Creek on Carrboro's side and along the lower portion of Seawell School Road on Chapel Hill's side) this would help reduce redundancy in trail function and in both jurisdictions' quest for state and federal funds.

We have prepared the following table comparing the possible advantages and disadvantages of each route alternative.

Comparison of Route Options

Routing Options	Pros	Cons
#1 From Estes/Umstead area, trail on east of RR tracks up to the trestle north of Estes Drive	<ul style="list-style-type: none"> • More miles within Chapel Hill's jurisdiction = less cost to Carrboro • Connectivity to future Carrboro Bolin Creek Greenway easily achieved • Fewer private property crossings • Protection of Adams Tract 	<ul style="list-style-type: none"> • Severe topo and space constraints • Neighbor opposition • Less connectivity to Carrboro facilities and future greenway
#2 From Estes/Umstead area, trail on west side of RR tracks	<ul style="list-style-type: none"> • Greater latitude in routing • Connectivity to future Carrboro greenways easily achieved • Follows sewer easement, in accordance with Greenway Summit discussion 	<ul style="list-style-type: none"> • Greater costs to Carrboro • Crosses Adams Tract • Dependent upon cooperation from adjacent land owners and OWASA
#3/4 From Estes/Umstead area, trail along south side of Estes Drive going east up to Carolina North frontage	<ul style="list-style-type: none"> • Avoids private property issues re: accessibility 	<ul style="list-style-type: none"> • Adjacent to heavy traffic • Not scenic • Dependent on cooperation by UNC
#5 From Estes/Umstead area, trail, start trail on OWASA land between creek and RR, then follow sewer easement north	<ul style="list-style-type: none"> • Uses gentle slopes on already-cleared corridor • Follows creek (scenic) • In accordance with Greenway Summit • Enables connectivity to other Carrboro facilities • All within CH jurisdiction 	<ul style="list-style-type: none"> • Dependent on cooperation by OWASA and Ironwoods Homeowners' Association

Any of these routes would provide connectivity for pedestrian and bicycle traffic. This would be in accordance with the town's Vision 2020 policies regarding connectivity of biking and

pedestrian trails within Carrboro and with other jurisdictions. In addition, connectivity was listed as a high priority in the recent Greenway Summit discussions.

Both a Vision 2020 policy and a goal of the Master Plan call for general collaboration with neighboring towns and other parties regarding recreational facilities. Routes # 1, #2, and #4 would provide opportunities for such collaboration. In addition, one of the objectives listed in the Plan was to pursue cooperative agreements with other agencies or partners that save money or provide additional services at no cost to the town. This would be possible under route alternatives #1 and #5 above.

A top priority repeated throughout the town's Recreation and Parks Master Plan was to develop the Bolin Creek Greenway in Carrboro. Under route alternatives #1, #2, and #5 described above, the proposed section of Chapel Hill's Phase III would provide a "stubout" to Carrboro's future section of the Bolin Creek Greenway which would extend westward from the railroad corridor to follow the creek and sewer easement.

Connection to the Carolina North Tract: Chapel Hill staff indicated anticipation that there would eventually be a connection between the Bolin Creek Greenway and a proposed pedestrian/bike trail system in the Carolina North development. No specific trail system has been developed yet for the Carolina North site, but a pedestrian/bike trail system has been contemplated by the university to accommodate the 20,000 people expected on this campus.

Pedestrians and bicyclists from abutting properties on the north, south, or west sides could enter the Carolina North property and use the trail system within the site to get to their destinations. Connection to the Carolina North property would be possible under the route alternatives #1, #2, and #4 described above, via Seawell School Road, which abuts the Carolina North property on its west side. Route alternative #3 would provide greenway trail connection along the southern boundary of Carolina North at its Estes Extension frontage. Route #5 would allow for connection to Carolina North, pending extension of a greenway section across Smith Middle School property from the jurisdictional boundary to Seawell School Road, and construction of bikelanes south along Seawell School Road, which would require both towns' involvement.

Staff Analysis and Recommendation: Any of these routes would provide connectivity for pedestrian and bicycle traffic. This would be in accordance with the town's Vision 2020 policies regarding connectivity of biking and pedestrian trails within Carrboro and with other jurisdictions. Another Vision 2020 policy calls for general collaboration with neighboring towns regarding recreational facilities.

In addition, one of the objectives listed in the Recreation and Parks Master Plan was to pursue cooperative agreements with other agencies or partners that save money or provide additional services at no cost to the town. Another Plan objective was to increase collaborative opportunities. This would be possible under any of the above scenarios, working with the Town of Chapel Hill and UNC. In addition, connectivity was listed as a high priority in the recent Greenway Summit discussions.

A draft resolution has been prepared (*Attachment A*) reflecting the staff recommendations on the primary issues related to the above-described options for routes of segments of the Bolin Creek Greenway Phase III.

